

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,326 號陸拾貳百叁千叁萬壹第 日式初月十年六十二緒光 HONGKONG, FRIDAY, NOVEMBER 23RD, 1900. 伍拜禮 號叁十式月壹十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

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7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

10.45 a.m. to 11.30 a.m. Every quarter of an hour

11.30 a.m. to 1.00 p.m. Every quarter of an hour

1.00 p.m. to 2.00 p.m. Every quarter of an hour

2.00 p.m. to 3.00 p.m. Every quarter of an hour

3.00 p.m. to 4.00 p.m. Every quarter of an hour

4.00 p.m. to 5.00 p.m. Every quarter of an hour

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10.00 p.m. to 11.00 p.m. Every quarter of an hour

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Arrivals, Departures and other Shipping Intelligence will be found on pages 7, 6 and 7

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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**THE PEAK HOTEL.**



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simplest to the most recherche kinds.

INTENDING SENDERS OF

## CHRISTMAS

AND

## NEW YEAR CARDS

will find in our

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a Tasteful, Pleasing and Refined

Assortment.

**A. S. WATSON & CO.**  
LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

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ONLY communications relating to the news columns should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
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Telegraphic Address: PRESS—A.B.C. Code.  
P.O. Box, 33. Telephone No. 12.

## DEATH.

On the 14th November, at No. 104, Wilkie Road, Singapore, Lily, daughter of Mr. H. GRANT, of Katz Bros. Limited.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 23rd, 1900

At a banquet given last month in Manchester, in connection with the local Statistical Society, Sir ROBERT GRIFFEN made some very interesting remarks on the subject of the growth of the world's population and the consequent effect on the relative positions of nations and races in the world. The most striking point to which he drew attention was the prodigious rate of increase of the community of European nations and nations of European origin. Most startling of all was the growth of the Anglo-American population. One hundred years ago the population of the United Kingdom and the United States of America together was not more than twenty millions; now it is not less than one hundred and thirty millions. Though Russia and Germany could also show vast increases, the figures were nothing like so large. The change in the relative weight of European races in international politics is of course tremendous. Taking European nations and nations of European origin together, the increase for the century is estimated at 350,000,000—from about 170,000,000 to 520,000,000. Sir ROBERT GRIFFEN went on to say that during this time the non-European peoples of the world, the black and yellow races, had practically been stationary, and that the forces of civilisation had thus become newly irresistible. In another century the change would be still

greater, unless some great internal change should take place in the ideas and conduct of European races themselves. Sir ROBERT GRIFFEN was here alluding to the theories of MALTHUS—and an overwhelming population of European descent would have nothing to fear from other races. The "yellow peril," the speaker continued, would have vanished in a hundred years, because the yellow races would be far outnumbered. What, he asked, would the four hundred millions of China be compared with 1,500,000,000, or 2,000,000,000 of European race? It is, however, questionable whether the yellow races are in fact stationary as Sir ROBERT GRIFFEN states. We quoted a few days ago some statistics of Chinese immigration into all parts of the world, showing the large proportions which this movement has now attained, in spite of the fact that in many countries it is very sternly restricted. Yet China itself is as overflowing as ever, and the population, except in such parts as have not yet recovered from the effects of the devastation following the great Taiping rebellion, shows no tendency to stand still. Japan also is already too small for her population, and emigration has to be checked to avoid foreign complications. No such growth, it is true, can be shown as in the case of the leading white peoples, but it is not correct to say that the latter alone are increasing rapidly. It must be admitted, however, that the main contention of the speaker at Manchester is beyond all doubt, that the change of the relative positions of nations in the world has been astonishing in the last century. It is plain from the figures that the four great world-powers are now the United States, Great Britain, Russia, and Germany, while France is a doubtful fifth. The pre-eminence of the United States, if we judge by statistics, is unquestionable. What effect this will have on the future of the world's history we would not like to undertake to guess, but that it will be very great no one can deny. Dismissing purely economic and social questions, we must look for the course of politics to be more and more directed by the peoples who are increasing most rapidly. Will it also be the case that the destiny of China and the Far East generally will be determined by the four Powers above mentioned? If with the re-election of Mr. McKINLEY to office the United States adopt a less retiring and vacillating attitude towards affairs in this part of the world, it is more than probable that a compromise between the views of the four will decide the matter. It is from the apparent divergence of these views that the compromise is proving so difficult to arrive at.

The Dallas Co. is expected to open its theatrical season at Rangoon about the 8th December, after closing in Calcutta on the 1st. Mr. Brown follows the Dallas Co. at Calcutta on the 3rd prox. Both are due in Hongkong early next year.

Last evening in the St. George's Hall, Mr. A. Marsh and Mr. A. G. Ward gave the second of their series of subscription concerts before a large and highly appreciative audience. Every item on the programme was excellent and showed how successful Messrs. Marsh and Ward had been in its preparation. Mrs. Lawson and Mr. Hill (in addition to the parts originally assigned to them) took the places of Mrs. Badley and Mr. G. Lammert respectively, who were indisposed. We hold over until to-morrow's issue a fuller notice of the concert.

A wealthy resident named Tung in Tientsin Native City was attacked by a Boxer chief prior to the outbreak of the trouble, and only escaped with his life after kowtowing to the truculent ruffian. After the capture of the City, Tung met his friend once more, but he was no longer a Boxer. He was one of those harmless, innocent citizens or villagers which it has delighted us to spare and protect, and his gentle hand clasped a banner with "Protected by Japan" on it. Tung twitted him with being the bearer of a foreign devil's flag, and asked him whether he was now engaged enrolling foreigners to fight the foreign troops, as his own men had done so badly. The ex-Boxer replied, he was the victim of circumstances, and if he wished to live he must run with the course of the day. And how many more thus, asks the P. & T. Times?

The Tung Wen Hu Pao, in an article on Tung Fuhshang, says that his troops were the most persistent of all those who attacked the Legations, and that of eight of his officers six were killed during the struggle. His men looked somewhat contemptuously upon all the other troops with whom they were associated, but they were forced to acknowledge the Legation guards as a powerful enemy. "We have," they said, "fought in more than a hundred battles, but never before have we met with a foe so formidable as this. It seems they never fire without taking aim. Every shot brings down a man, and it is no uncommon thing for one bullet to pierce half a dozen men in succession. Moreover they have a cannon which, instead of pointing in a fixed direction, can be whirled round and round and directed to any point of the compass. This of course does terrible execution. Truly without our assistance the conquest of these foreigners would be impossible." The forces of Tung Fuhshang seem to be at present the most formidable obstruction to negotiations, but as they still cling to their antiquated spears and tridents and scorn the use of modern weapons it will probably be easy enough to overcome them provided they can be found.

A heavy snow fall is reported to have taken place in Peking on the 20th inst., which is exceptionally early.

Prices now ruling in Peking for commodities are eggs—per 100, \$1.50; pears per 100, \$2.00; sheep from \$6.00; fowls 14c. to 24c.; bricks per 1,000, \$11.00; stoves, iron, \$3.00.

Singapore papers of the 14th inst. give the cholera figures there up to the previous day as 15 cases and 12 deaths. Another case has occurred at the Lunatic Asylum. An epidemic of influenza is also prevalent at Singapore.

The Saigon Opinion says that M. Portal, a well-known contractor there, has successfully tendered for the steam postal service between Bangkok and Singapore, which is to be subsidised by the French Government.

The Formosa, which arrived yesterday from Tamsui, Amoy, and Swatow, reports H.M.S. Jais, the French Chassecloup Laubert, and the Japanese Mitsuho at Amoy on the 20th, and the German Bismarck at Swatow on the 21st instant.

The U.S. cruiser Albany, formerly the Abreu, anchored at Singapore on the 12th inst. on her way to Manila. She is a vessel of 3,440 tons, and was built at Elswick in 1899. She carries 30 guns and is capable of steaming 20 knots an hour.

The Malayan Inter-State cricket match, Selangor v. Perak, resulted in a win for Selangor by 86 runs. This is the first time for ten years in these inter-State matches that Selangor has beaten Perak. Of the total matches, Perak has won six, Selangor two, and four have been drawn.

There is a report that Sun Yat Sen, who was one of the prime movers in the Kwangtung rebellion, is now in Formosa. It is said that the Japanese Government will probably order him to leave the country, on the ground that his presence is considered detrimental to public peace.

The Rifle range at Perak, according to the local Pioneer, is infested with a tiger. The brute was seen crossing it at the 300 yards range, in broad daylight, the other day. The animal has clearly observed the results of the rifle practice, says a contemporary, and has acted on the judgment thus formed.

The Siamese Government have given way and consented to carry out their agreement with the Straits Government, in respect to the telegraph communications between offices in Penang and Malacca, the Federated Malay States, Kedah, and all Siam, at the rates at present in force in British Malaya, viz., at three cents a word for ordinary telegrams, and at nine cents a word for urgent messages.

The first entries for the Viceroy's Cup closed on the 6th instant. At that date the opinion was expressed in India that the finish would be between Meritoolae, Dewey (if fit and well), Simon, and Cherry. Dewey, however, seems to be in poor condition and it was stated that the Sultan of Johore intended sending his well-known horse back to Australia. This he was dissuaded from doing by his trainer, Calder.

The new Austrian ironclad Habuberg is a ship of a somewhat new type; though classed as an ironclad, she possesses some of the advantages of a cruiser. She has a displacement of 8,340 tons, and she is 358ft. 5in. long by 66ft. beam. She has a double cellular bottom, and she is divided into compartments for 10ft. above her line of flotation. Wood has been employed in her construction only to a very small extent. She carries fifteen heavy guns. She is fitted with two triple expansion engines, supplied with steam by 13 boilers of the French type.

It appears from the Singapore papers that considerable feeling has been aroused by the intention of Sir Alexander Swettenham, Acting Governor, not to renominate Mr. A. Gentle as President of the Municipal Commissioners next year. The Municipal Commissioners are said to be in active correspondence with Sir Alexander on the matter, and according to the Free Press the following telegram was despatched on the 10th inst. from Singapore to London (probably to some influential daily paper):—"Acting Governor refuses continue services Mr. Gentle Municipal President. Great public astonishment indignation. Determined protest preparing Colonial Office. Municipal Commission unanimous protest against Swettenham's action."

## THE THEATRE.

The Taylor-Carrington combination last night gave the final performance of their season, when a representation of Du Maurier's world-renowned Trilby was submitted to a well-filled house. The principal characters, Trilby and Svengali, were taken by Miss Ella Carrington and Mr. Charlie Taylor. Little Billie being represented by Miss Laura Roberts. The production, taken all through, was undoubtedly well-sustained, and the passion and power of the play were brought very vividly and realistically before an appreciative audience. Trilby, in Miss Carrington's hands, was an unqualified success, and Mr. Taylor's Svengali left nothing to be desired. Mr. P. Carlton as Taffy and Mr. C. W. Taylor as Sandy showed to very good advantage, the Scotch tongue of the latter being very faithful indeed. All the parts, in fact, were well staged, and Trilby as produced by the Taylor-Carrington company will doubtless long remain a pleasant recollection in the minds of those who are privileged to witness it. A particular feature, and one we must not forget to mention, was the beautiful illuminated stage picture, "Paris by Night," which concluded the play.

## TELEGRAMS.

"DAILY PRESS" SERVICE.  
THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 21st November, 8.15 p.m.

It is officially reported that Yuchang, who was recently appointed Governor of Hupeh, died at Kaifengfu on the 18th instant.

## THE WAR IN SOUTH AFRICA.

LONDON, 21st November, 8.10 p.m.

## BRITISH OUTPOST SURPRISED.

Lord Roberts reports several attacks on our outposts. The Boers surprised the Buffs near Balmoral, and the British suffered casualties to the extent of six killed, five wounded, and thirty-one missing. The post has since been reoccupied.

## KRUGER AT MARSEILLES.

Storms have delayed Mr. Kruger's arrival at Marseilles. A reception and banquet are arranged for to-morrow.

## REUTER'S SERVICE.

LONDON, 20th November.

## GERMANY AND THE CHINA QUESTION.

Count von Bülou, speaking in the Reichstag, justified at length the German policy in China. He repeated that territorial acquisition was not sought, but merely the exaction of reparation and guarantees for the future. He dwelt with satisfaction on the Anglo-German Agreement and also on the friendliness of Russia as evinced by the Tsar's approval of Count von Waldersee's appointment as Commander-in-Chief in China. RUSSIA AND THE CHINA QUESTION. The Russian newspapers, faithfully reflecting the official view, strongly condemn the conditions formulated at Peking as impracticable and as likely to lead to the endless prolongation of a dangerous crisis.

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Major Brown, R.A.M.C., Dr. Hartigan, Mr. E. Osborne, Dr. E. Clark (Medical Officer of Health), Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

## THE KOWLOON WATER SUPPLY.

The following letter, dated Nov. 15th, from the Colonial Secretary was submitted:—"I am directed to acknowledge the receipt of your letter No. 143 of the 20th Sept., which owing to an oversight was for some time mislaid. With regard to the immediate steps which are being taken to provide water for Kowloon during the approaching dry season, I am to report as follows:—What is urgently necessary pending the completion of the new Kowloon water-supply scheme is to put the pumping machinery into efficient working order. This is being done as speedily and as thoroughly as possible by the Public Works Department. At present there is an abundance of water in the valleys from which the supply is drawn, and with the pumps and engines working satisfactorily the usual supply can be kept up. With regard to the new scheme above referred to, I am to inform you that the plans and particulars thereof are now with the Consulting Engineer in England and are shortly expected back. Provision for carrying on this important work has been made in the Estimates for 1901."

The following minute was appended:—"Major Brown:—The new Kowloon water supply scheme has not been published. It is not confidential application should, I think, be made for the publication of it in the Government Gazette."

THE PRESIDENT said he did not think there was any objection to asking the Government to publish this scheme. He thought he informed Major Brown that it had been published, but on looking into the matter he found that the scheme was laid on the table at the meeting of the Council and that it was not published. He thought if the Board approved they might write and ask the Government and ask them to publish it.

Major BROWN said that in connection with this matter he thought the Board might congratulate themselves on having succeeded in doing something. The water supply at Kowloon had been improved very much indeed. He thought there had been practically no air supply. (Laughter.)

## THE CAUSE OF MALARIA IN THE NEW TERRITORY.

In reply to a resolution of the Sanitary Board requesting that a medical officer might be deputed to investigate the cause of the prevalence of malarial fever at certain Police Stations in the New Territory, the Colonial Secretary wrote as follows:—"Please inform the Board that Dr. Young and Dr. Thomson are about to pursue investigations on the causes of malaria in the New Territory."

Dr. HARTIGAN asked if there was anything fresh to report in regard to malaria in Kennedy Town. The reason for his asking the question was that he was in receipt of a communication from Dr. Young, whom he spoke to on the subject, and that according to a memorandum he signed for inspection and malaria. The speaker then read the following letter from Dr. Young on the subject:—

Peak Hotel,

21st November, 1900.

DEAR SIR:—As requested by you to-day, I have carefully thought out the two questions you raised, and in my opinions the answers are:—(1) The actual drainage.—The drainage of the nullahs (however desirable on other considerations) is unnecessary except where Anopheles breeding pools are distinctly localized. The number of the streams is not a factor of considerable importance. I believe it is quite possible, in any nullah I have examined, to clear the Anopheles out by filling up their breeding places with stones and lime. They do not offer to take the second best pools and breed in them, but rather seek farther afield.

(2) I can only say again, in proof of the statement that Anopheles and malaria are never in any extensive form together in the colony, where there is malaria I have found Anopheles, and where there are Anopheles I have never found malaria. Take the instance mentioned to you to-day—the nullah quarters on Kennedy Road. There, last summer, there were four pools breeding Anopheles at the rate of at least a dozen a day, within 48 yards of the building. These pools were the only ones in the immediate neighbourhood in which Anopheles were found, after a very careful examination. (They have been filled up by the military authorities, but not that the Anopheles, informed from probably the surrounding Chinese, and living in the grass and bush, have conveyed malaria to these quarters, and more than half of the women and children living there have had fever within the last two months. Of the children over five years of age, something like 70 per cent. have had it. Are you to wait till you have other such evidence before definitely tackling this disease at its source? Why, the cost of medical attendance and medicines alone would have prevented this outbreak if it had been attended to last spring.

Dr. HARTIGAN continuing, he asked the question more especially because Mr. May had said it would take \$30,000 to drain the nullahs properly, and according to Dr. Young the work would cost only \$40 to \$50. If the quarters at Kennedy Town could be put in order for such a small sum, the sooner it was done the better.

THE PRESIDENT said that Inspector Watson had been instructed to carry out surveys at Kennedy Town, with a view to the drainage of these nullahs. He was allowed \$50 a month for that purpose. Mr. Ormsby, however, was doubtful if the cost would be only \$40 and then, Inspector Watson had reported that he could not find quarters for \$30 and asked permission to find quarters at the Peak. The speaker was of opinion that that request had been sanctioned. Dr. CLARK was of opinion that to carry out the work thoroughly would take ten times the sum of \$40.

Mr. OSBORNE suggested that the Government be approached with a view of ascertaining what steps had been adopted to render the place healthy. His own opinion was that they were not doing anything at all.

Dr. CLARK:—Ask the Government what they are doing.

THE PRESIDENT said they had been asked to prepare a scheme and to estimate for draining the nullah, to turn this rocky ravine into a healthy orderly place. He expected that the expense would be nearer the \$30,000 mentioned by Mr. May than the \$40 of Dr. Young.

Dr. BELL said if they wanted a man's opinion they must get it in the ordinary way from the Government and that was the course they must adopt if they wanted Dr. Young's opinion.

Mr. BROWN rose to a point of order. They appeared to be altogether away from the original point.

## FOOT AND MOUTH DISEASE AT POKFULAM.

Mr. C. Vivian Ladds (Colonial Veterinary Surgeon) reported on the 21st inst. that:—"I regret to have to report for the information of the Board that several cases of foot and mouth disease have occurred in shed 4, at the Sassoon's Villa premises at Pokfulam, the property of the Dairy Farm Company. The shed contains 11 cows, one bull and 22 calves. Most of these cows are giving no milk at the present time, and what little there is I have given instructions shall not be used for human consumption. In the interests of other cattle-owners it is perhaps advisable that two watchmen should be stationed at the shed in question to carry out the usual instructions, although of course the Dairy Farm people themselves will naturally take every possible precaution to prevent the spread of the disease. I therefore now recommend that this shed be declared an infected area under the provisions of By-law 12 of Schedule 11 of Ordinance 17 of 1897."

THE PRESIDENT said that this matter was so urgent that he took upon himself to sanction the appointment of the watchmen in order to nip this thing in the bud if possible. Now it was necessary that they should agree to declare the shed an infected area.

Dr. HARTIGAN:—Has any attempt been made to find out the origin of the infection? Dr. CLARK suggested that Dr. Hartigan might move that Mr. Ladds be asked to make enquiries and report.

A motion to this effect was carried, on the motion of Dr. HARTIGAN, seconded by Dr. BELL.

On the motion of Dr. CLARK, seconded by Dr. BELL, it was decided to declare the shed in question an infected area.

THE HEALTH OF THE COLONY. The death rate for the colony for the week ended November 18th was 27.7, against 31.1 for the previous week and 21.6 for the corresponding week last year. The rate for the preceding week was 27.3, against 24.1 for the corresponding week last year.

It was decided on the motion of Mr. OSBORNE, seconded by Dr. BELL, that a notification be sent to Shanghai to the effect that the colony is now free from plague.

DEATHS IN MACAO. The deaths in Macao for the week ended October 28th numbered 51, for the following week 44, and for the week ended November 11th 46.

This was all the business.

Here is an item from over the water:—The inflexibility of the law to always meet the emergencies of railway operation is well illustrated by an occurrence reported from the vicinity of Indianapolis. A man who had a house to move obtained a permit to take it across railway track during the night. Instead of waiting for the appointed time, however, he started to move the building in the afternoon, and upon being notified, the railway company secured a restraining order from the court. The officer who went to serve the order found the building upon the track. Nevertheless, in order was served, and the man engaged in moving the building, and the court and left the house standing upon the track. The railway company was notified again, and this time secured from the court a mandamus ordering the building to be taken away, whereas the movers of the building became frightened and they also sought legal assistance. Being advised by their attorneys not to attempt the removal of the building until the restraining order had been dissolved, the building stood upon the track for an inconvenient period, traffic meantime being transformed from one train to another around the building. It seems that a few of the workers sent by the railway company to remove the obstruction were prevented from doing it violence by the owners of the building, with the aid of friends. Truly the machinery of the law and other kinds of machinery are sometimes run to cross purposes.

## THE FUSILIERS AT THE SEAT OF WAR.

BY THE "BANK AND FILE."

(Continued.)

Our lot is in it again. We've come out on top, Bill, and taken Tientsin at the point of the bayonet. "Our Captain's a brick. There's no 'smash' about him. He draws his sword, and waves it over his head, saying, 'Come on! follow me, men,' and at this charge we take the city." This is an extract from a letter written by a Welsh Fusilier to his brother in England, and it conveys, in a few words, a truthful summary of that eventful fourteenth of June, when the city of Tientsin, with all its historic associations, fell to the destructive forces of modern warfare. Of course, in an independent account of the part played by any one section of the Allied Forces along the route from Taku to Peking, there must necessarily appear the stamp of patriotic egotism and uncontrolled fervour, but the ordinary reader will pass over with an exclaiming glance any apparent tendency of the writer to regard the doings of the Fusiliers as high above their fellows, or give them greater credit than that justly due to them. That they took a leading part in the capture of Tientsin admits of no doubt, and it can truly be said of them that right through the campaign they distinguished themselves by their dash, organisation and superior strategy. The valor of the rank and file avails but little if the man at the head is not staunch and strong. That Colonel Bertie and his officers proved their strength and military skill all those associated with them have abundantly testified, and once more the Fusiliers as a body have shown to the world that they are fully trained soldiers, quick in action, valorous in battle, and able to grasp and execute the emergencies of the conflict.

## TWO BROTHERS SIDE BY SIDE IN DEATH.

Starting therefore, from the point where we left the Fusiliers in the teeth of a blinding sandstorm, rising from their temporary resting place along the embankment, and at the call of "the charge," sweeping everything in front of them over the bridge into the doomed city, we follow them to a quiet little spot which is to be their parting-home for a time while preparations are being made to advance to the relief of the Legations at Peking. Private Porter had been shot but a couple of minutes before the last charge was made into the city, and Private Martin and Jones were lying wounded in their hospital at Coffin Hall not far from the cemetery of the Victoria Road. The main body of the corps was bivouacked in a large godown, which had been used as a fur-store, and which at that time contained several tons of furs, some of rare value. It was a spacious place, and did very well for the use to which it was put, more especially as there were several open spaces between Meadows Road on the right and Club Road on the left, which were capital recreation spots for the men. The stay of the Fusiliers in Tientsin was marked by two deaths—strange to say, two brothers named Porter—one within a few hours of the other. The first one met his death by a shell piercing the wall of the store. Some Chinese youths were throwing stones at the windows, and Porter looked out to tell the boys to cease their play. A shell burst right in front of him and blew his head off. Some mistake subsequently arose in entering upon the necessary documents the regimental number of the deceased, and his brother's number 4014 was inserted instead of 1644—a mistake unfortunately very often made in time of war by the roughly-improvised clerical staff. The brother that evening wrote a long letter home to his mother informing her that a mistake had been made, and that he himself was alive and well. The letter was posted in the ordinary way, and on the following day Porter was picked out to form part of a reconnaissance party. He went out and was shot almost at the outset. Both brothers were buried in the same grave in the little cemetery at Tientsin, and a cross has been erected over the spot by a few of their comrades.

Before leaving Tientsin and proceeding on the road with the Fusiliers it may be well to notice the unbounded enthusiasm which met the arrival of the troops at the hands of the beleaguered populace. Men, women and children alike joined in the general thanksgiving. Colonel Bertie showed much consideration for his men, for as soon as it was possible he dismissed them, in order that they should be able to partake of the abundant supply of refreshments furnished them by the demonstrative crowds who gathered about them. Beer was handed round, and viands of every sort, and despatched along with grateful hands.

## THE ADVANCE ON PEITANG.

It was Friday, August 3rd, before any practical step was taken towards the advance on Peking. Reconnoitring parties had brought in the news that the enemy were strongly posted at Peitang about five or six miles distant, and a council was held among those in command of the different allied troops. During the afternoon a detachment of the Allies left the city, but it was not till the next day that the main body of the force was sent out. The right wing comprised 5,000 strong, and was made up of the French, Russians, Austrians, Germans and Italians; the centre, about 5,000 strong, and the left wing (the Japanese), estimated at a little under 10,000. Throughout the whole of this afternoon rain fell heavily, and the Fusiliers were ordered by Col. Bertie to wear their greatcoats. A halt was made after a somewhat brisk march, and the men were given a little rest in the open. It was a dark night, and as it wore on the rain increased. There was no shelter except that which could be obtained by the side of the embankment, and the protection, if any, afforded by the long blades of corn clustered heavily together in the open fields. It was about half past one when







## NEW ADVERTISEMENTS

## WANTED.

**CLERK**—Apply, stating qualifications, age and salary required to—  
Care of the Daily Press Office.  
Hongkong, 23rd November, 1900. [2958]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

## FOR MANILA.

**THE Company's New Steamship**  
"DIAMANTE."  
Captain A. Ramsay, will be despatched as above on WEDNESDAY, the 28th instant, at 5 p.m. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN TOMES & CO.,**  
General Managers  
Hongkong, 22nd November, 1900. [2956]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

**THE Company's Steamship**

"HITACHI MARU,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant will be subject to rent.  
No Five Insurance will be effected.  
All ship-damaged packages must be left in the Godowns and Notices of same sent to this Office before the 2nd proximo, or claims in connection therewith will not be recognized.

## NIPPON YUSEN KAISHA.

Hongkong, 22nd November, 1900. [2957]

## THE HONGKONG WEEKLY PRESS will

be ready to-morrow and will contain:—

Leading Articles:—

The British Fleet in Eastern Waters.

Official Mystery in North China.

The Coming Winter and Chinese Affairs.

London and Chinese Immigration.

Population and the Weight of Power.

The Fueliers at the Seat of War.

Sanitary Board.

Hongkong General Chamber of Commerce.

Supreme Court.

Second Subscription Concert.

The Theatre.

The China Squadron Command.

Slam Fight at Kowloon.

Extension of the Italian Convent.

Manila as Rival to Hongkong.

Canton.

Peking.

Tientsin Notes.

Panjo Mining Co., Limited.

Dairy Farm Co., Limited.

Cricketer.

Football.

Hongkong Volunteer Corps.

Hongkong Rifle Association.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 23rd November, 1900.

## GOVERNMENT NOTIFICATION.

No. 1187.

**TENDERS** with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN OR COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403).

Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to carry passengers on a shade deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panagu crooks for frames, &c. with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 13 oz. yellow metal. If composite built, the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a teak wood dingy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.  
Colonial Secretary's Office,  
Singapore, 22nd October, 1900. [2814]

## LOONG FI HORSE REPOSITORY.

SITUATED at No. 23, MATHESON STREET, Wong-nui-cheong, near No. 1 Police Station, and three minutes' drive from Windsor Garden and Restaurant, CARTRIDGES for HIRE at Cheap Rates.  
Hongkong, 22nd October, 1900. [2924]

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative, for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,  
**LUTGENS, EINSTAMANN & CO.,**  
Hongkong, 31st August, 1897. [33]

## ENTERTAINMENT.

**THEATRE ROYAL.**  
CITY HALL.

**THE HONGKONG AMATEUR DRAMATIC CLUB**

Will give TWO PERFORMANCES of the COMEDY, Entitled,

"OUR FLAT,"

IN THREE ACTS.

TO-MORROW NIGHT (SATURDAY),

24th November, and

MONDAY, 26th November, 1900.

Commencing each Evening at 9 p.m. precisely.

Dress Circle, \$3; Stalls, \$2; Pit, \$1.

Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after

MONDAY, 18th November, at 10 a.m.

Booking Office will be open daily from that date from 10 a.m. to 4 p.m.

Late Trains will run 1 of an hour after the fall of the curtain.

H. C. NICOLLE,

Acting Manager.

Hongkong, 12th November, 1900. [2867]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,

FOR VARIOUS ACCOUNTS,

TO-MORROW (SATURDAY),

the 24th November, 1900, commencing at 2.30 p.m., at his Sales Rooms, No. 2, Zetland Street,

A QUANTITY OF USEFUL

HOUSEHOLD FURNITURE

of every description.

Particulars can be seen from Catalogues.

Also

1 BILLIARD TABLE with IVORY

BALLS and CUES.

On View at the Undersigned's

Terms of Sale as Customary.

PAUL BREWITT,

Auctioneer.

Hongkong, 21st November, 1900. [2943]

## PUBLIC AUCTION

OF

CHINESE CURIOS AND GOBELINS.

**THE** Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY),

the 24th day of November, 1900, at 2.30 p.m., at his Sales Rooms, Duddell Street,

A FINE COLLECTION OF CHINESE

CURIOS.

Comprising:—

PORCELAINS and BRONZES of the

Various Dynasties, some very FINE PEKING

ENAMELLED VASES and BOWLS.

Also

A Large Assortment of GOBELINS

TERMS:—Cash on delivery.

On View from Friday, the 23rd November,

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 20th November, 1900. [2932]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,

on

MONDAY,

the 26th November, 1900, at Noon, at Yau-mai

(Tai Kok Shui),

THE TWIN-SCREW STEAM-LAUNCH

"KING SING."

Length, 87 ft.

Beam, 16 ft. 6 in.

Depth, 7 ft. 1 in.

Reg. Tonnage about 99

Tons.

The Launch has been thoroughly overhauled

and repaired 2 years ago.

The Launch to be at purchaser's risk on fall

of the hammer.

A Steam-launch will leave Padder's Wharf

at 11.30 a.m. on day of sale to convey intending

purchasers.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 17th November, 1900. [2912]

## GOVERNMENT NOTIFICATION.

No. 608.

**THE** following Particulars and Conditions of

SALE OF CROWN LAND BY PUBLIC

AUCTION to be held at the Office of

the Public Works Department, on MON-

DAY, the 26th day of NOVEMBER, 1900,

at 3 p.m., are published for general information.

By Command.

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th November, 1900. [2933]

Particulars and Conditions of the Letting by

Public Auction Sale, to be held on

MONDAY, the 26th day of NOVEMBER,

1900, at 2 p.m., at the Office of the

Public Works Department, by Order of His

Excellency the Governor, of Four Lots of

Crown Land at Mong Kok Tai, Kowloon,

in the Colony of Hongkong, for a term of 75

Years, with the option of renewal at Crown

Rent to be fixed by the Surveyor of Her

Majesty the QUEEN for one further term of

75 Years.

By Command.

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th November, 1900. [2933]

## PARTICULARS OF THE LOTS.

No. of Lots	No. of Sale.	Registry No.	Locality	Boundary Measurements.				Contents in Square ft.	
				N.	S.	E.	W.		
				ft.	ft.	ft.	ft.		
			Kowloon Inland Lot						
			Mong Kok Tsim	47' 6"	47' 6"	205'	205'	12,657	
1			1.102	47' 6"	47' 6"	330'	330'	16,290	
2			1.103	47' 6"	47' 6"	330'	330'	16,290	
3			1.104	47' 6"	47' 6"	330'	330'	16,290	
4			1.105	47' 6"	47' 6"	150'	150'	5,025	

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,

on

THURSDAY,

the 29th November, 1900, at Noon, at his

Sales Room, Duddell Street.

THE BRITISH STEAMER

"GLENAYON."

2,386 Tons Gross.

as she now lies Wrecked at Lung Tang Island,

about 20 miles from Hongkong, with all her

GEAR, BUNKER COALS and CARGO

(about 1,000 Bales of HEMP, &c.).

To be sold in One Lot.

The same to be at Purchaser's risk on fall of

the hammer.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 17th November, 1900. [2911]

## PUBLIC COMPANIES

**THE PUNJON MINING COMPANY, LIMITED.**

## NOTICE.

**SHAREHOLDERS** in the above Company are requested to attend a PRIVATE MEETING, to be held in the Company's Office, No. 9, Des Voeux Road, TO-MORROW (SATURDAY), the 24th November, 1900, at Noon.

By Order of the Board of Directors.

W. H. GASKELL,

Secretary.

Hongkong, 17th November, 1900. [2910]

**THE HONGKONG ELECTRIC COMPANY, LIMITED.**

**SHAREHOLDERS**, who have not yet

PAID the Call of \$3 per Share on the

New Issue of Shares, due on 1st instant, are

hereby reminded that same should be paid

forthwith and Scrip sent in to the Company's

Office for endorsement, and notice is hereby

given that, in accordance with the provisions of

the Company's Articles of Association, interest

at the rate of 12 per cent. per annum from

1st inst. till date of payment will be

charged on all such calls outstanding after this

date.

By Order.

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 15th November, 1900. [2893]

**A. S. WATSON & CO., LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**AN** INTERIM DIVIDEND on account

of the year 1900, at the Rate of Fifty

Cents per Share (or Five per cent. on the

Capital of the Company) will be PAYABLE

at the Hongkong and Shanghai Bank, Hong-

kong, on and after the 28th instant, on

Warrants to be obtained from the undersigned.

Local Shareholders are requested to apply at

the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the

Hongkong and Shanghai Bank, Shanghai, on

presentation of Warrants there, on and after

the same date.

THE REGISTER OF SHARES will be

CLOSED from WEDNESDAY, the 21st

instant until FRIDAY, the 30th instant, both

days inclusive, during which period no Trans-

fer of Shares can be registered.

By Order—

A. H. MANCELL,

Secretary.

Hongkong, 9th November, 1900. [2848]

**THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.**



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAULI, BREWITT,  
2, Zeland Street, Auctioneer, Appraiser  
and Commission Agent.

HUGHES & HUGHES,  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

V. I. REMEDIOS,  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

THIS SPACE IS RESERVED  
FOR THE

WESTERN HOTEL.

## BOOKBINDING

DAILY PRESS OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

W. BREWSTER & CO.  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 39, D'Almeida Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.  
THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aca-  
demic Waters, Dealers in Photographic  
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARY'S HALL, 66,  
Queen's Road Central. Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALER

KWONG HING,  
China Porcelain, Crookery Ware, 55a,  
Queen's Road Central.

## DENTISTS

WONG HONG,  
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI PONG,  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DRAPERS

EBRAHIM ELIAS & CO.,  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

SEE WOO,  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

## FLOUR

SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
Brands of Flour: "Sperry's 112,"  
"Golden Gate," "Pioneer," "Buckeye,"  
"Anchor," &c.  
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN  
A. CHEE & CO., Established 1859. Depot for  
Restaurant, Kodak Films and Accessories,  
17a, Queen's Road Central.

11 KWONG LOONG,  
Cabinet-maker, Furniture Dealer, Art Do-  
corator and Dealer, 17, Queen's Road.

## GROCERS

THE MUTUAL STORES,  
Sub-agents LIPKOW, L.D.,  
8 and 10 D'Almeida Street,  
Provision and General Merchants.

## JEWELLERS

KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Humana Hair, Fea-  
thers, 38, Queen's Road Central.

THE LIGHT OF THE FUTURE  
EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 62A, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

MERCANTILE AGENT  
WOODS & CO.,  
Dundell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

A. FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.

E. HING,  
Engraving, Dyeing, Printing, Mel-  
iorate Photos, 26a, Queen's Road East.

WEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

MUMEYA, JAPANESE ARTIST,  
Bromide and Chrysotype Enlargements, Work  
done for Amateurs, 3a, Queen's Road, Cl.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHER

H. YEREA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Vanehall  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian, and Japanese  
Goods, Silks, Woollens and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere, Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS  
FR. BLUNCK,  
Exporters of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

R. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c., Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mor-  
chants, 144, Des Voeux Road.

MORE & SEIMUND,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"  
Importers of the Best Manila Cigars, 25,  
Foltinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Consaught House, Queen's Road.

WINE & SPIRIT MERCHANTS  
H. PRICE & CO.,  
12, Queen's Road  
and Calle Anloague, Manila.

## HOTELS

WINDSOR GARDEN RESTAURANT.  
A PLEASANT 15 minutes' drive from town  
will bring Visitors to above, which over-  
looks Happy Valley, and commands a magnifi-  
cent view of the surrounding Hills and Race  
Course. Unequalled situation, in a quiet and  
healthy locality. Can be overlooked from the  
Bowen Road, from which Visitors may either  
walk down or ride by chair to Tennis, Croquet,  
&c. [2323]

"BOA VISTA" HOTEL,  
MACAO.

THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.  
MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
day excepted) by the magnificent Saloon  
Steamer "HARGREAVES" in 3 hours, leaving  
Hongkong at 2 P.M. and Macao at 8 A.M.  
Connection made by Company's Steamer to  
and from Canton.  
Tourists should not miss the chance of  
visiting this famous old City.  
For Terms, apply  
Telegraphic Address: "Boa Vista." [2549]

RAFFLES HOTEL,  
SINGAPORE.

SITUATION UNSURPASSED.  
The Finest Hotel in the East. Rooms ex-  
tensive. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.

SARKIES BROTHERS,  
Proprietors.  
Hongkong, 16th August, 1900. [221]

PORTLAND CEMENT  
J. B. WHITE & SONS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.,  
Hongkong, 16th September, 1899. [2724] LD.

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## SCIENTIFIC MISCELLANY.

AN ENEMY TO BE CONQUERED—COLOURS FOR  
BOTTLES—ELECTRIFICATION IN GREAT  
COLD—A REVOLUTIONARY EXPERIMENT—  
LITHOGRAPHIC PLATES FOR CYLINDERS—  
HEATING AND LIGHTING—JAPAN'S WEAT-  
HER SERVICE—FIREMEN'S TELEPHONES.

One of the problems now awaiting solution,  
Zeno's Monroe points out, is the suppression  
of a plague that has wrought greater destruc-  
tion than all the wars of history. More than  
40,000,000 square miles out of the 53,000,000  
square miles of the habitable globe are desola-  
ted by locusts at more or less frequent intervals,  
and in one visitation alone 800,000 people were  
known to have died of starvation, while in a  
single visitation in the United States the money  
loss was placed at \$50,000,000. The work of these  
destroyers is constantly going on somewhere.  
During the last ten years they have done great  
damage in the southern republics of South  
America, in North and South Africa, etc.,—  
countries widely separated. The creatures are  
little known in their permanent or true homes.  
The only success thus far in combating this  
plague has come from taking advantage of the  
fact that the younger and weaker locusts can-  
not adhere to smooth surfaces, like glass, their  
claws being too short and weak.

A study of coloured glass bottles to determine  
their efficiency in protecting medicines, etc.,  
from the chemical action of light has been made  
by H. J. Möller of Copenhagen. Black, red,  
orange, and dark yellowish brown glass gave  
the best protection; light brownish-yellow, dark  
green, and dark brownish-green glass, quite  
good; and bluish-green, violet, milky, bluish,  
and colourless glass, very little.

It has been noticed that a body suspended  
above liquid air receives strong negative  
electrification. Ebert and Hoffmann find that  
this charge is not due to the liquid air itself,  
but to the friction of minute particles of very  
cold ice suspended in it. This may account  
for the electric effects of polar snowstorms.

Vegetarians are rare among fish, says an  
English naturalist, the tench, and gray mullet,  
being perhaps the only British species with such  
tastes. The carp is mistakenly so called; a  
favourite food being frogs.

For a considerable time the conviction has  
been growing that electrical development is des-  
tined to check the flow of population to cities.  
Of extraordinary interest in this connection is  
the experiment at Hoelhegelesgerent, a small  
village near Munich, where the water-power of  
the River Isar is being used to generate electric  
current for agricultural and other small indus-  
tries over an extensive area. A total of 25 farms  
and 90 premises of various kinds, in 21 villages  
and rural districts, are now supplied with light  
and power. Four turbines yield 2,000 horse-  
power, while steam engines keep in reserve an  
additional 1,000 horse-power, and this energy is  
used for 151 motors, with 18,500 incandescent  
lamps and 329 arc lamps. The plant is to have  
an early extension of 4,000 horse-power. The  
most significant feature of the enterprise is the  
drawing of factories from Munich, where cer-  
tain firms have closed their works to open new  
shops in the country.

Guesses at the earth's age are largely based on  
the observed work of water in erosion, solution,  
etc. The carbonate of lime in the world has all  
been formed by the action of water on silicates,  
and that of the ocean is supplied by rivers and  
the waste of sea-cliffs. Prof. Eng. Dubois finds  
reason for believing that not more than one-  
thirtieth part of the carbonate of lime dis-  
charged by rivers into the ocean is newly  
formed from silicates. From the yearly ad-  
dition to the sea by rivers, he calculates, that  
the formation of the whole estimated minimum  
amount of carbonate of lime on the earth would  
require about 45,000,000 years, and that a much  
longer time has been necessary for the actual  
amount. He is led to infer from his investiga-  
tion that the formation of a solid crust and the  
beginning of life may date back more than a  
thousand million years.

To produce flexible lithographic plates, Theo-  
dor Koehler coats thin sheets of wood, celluloid,  
pasteboard or other material with a paste-like  
mixture of aluminum silicate (kaolin), zinc  
oxide and water glass. On drying, this for-  
mishes a surface suitable for receiving litho-  
graphic designs.

Last year's production of saccharin in Ger-  
many is given as equivalent to 50,000 metric  
tons of sugar. The sugar-producers demand  
that it be sold only as a drug, and its use in  
food-stuffs is prohibited in France, Belgium  
and Greece.

"The vitiation of the air of rooms by gas and  
oil stoves and lights is a matter to be considered  
when arranging for winter's comfort. It is  
assumed that air becomes injurious to health  
when it contains more than 13 parts of carbonic  
acid gas in 10,000, and Mr. Francis Jones, an  
English school-teacher, has been experimenting to  
determine what methods of lighting and

heating may be used in an ordinary inhabited  
room without risk, the average of his test having  
been made after 10 p.m., when the air was at  
its worst. He finds that he can recommend  
only a coal fire and electric light, this combina-  
tion having never raised the proportion of  
carbonic acid in the atmosphere so high as 13  
parts in 10,000. With coal fire and gas for  
lighting, the proportion reached 27 in the  
evening; with gas fire and electric light, it rose  
to 14 or 15; with gas fire and gas for lighting,  
it soon became 32; and with gas cooking-stoves  
—even when fitted with a flue to the chimney,  
the vitiation reached 40 parts and more. No  
trials of oil lamps seem to have been made.

Meteorology appears to be in an advanced  
condition in Japan. The Government weather  
bureau has about 1,000 stations, and 82 per cent.  
of its weather forecasts and 70 per cent. of its  
storm warnings prove successful. Besides the  
usual observations, records are made of electrical,  
earthquake and other exceptional phenomena.  
All vessels of more than 100 tons are required to  
make regular observations six times daily.

The Berlin fire brigade has a very complete  
system of communication. From each of the  
fifteen stations underground wires radiate in  
all directions, each wire being connected with a  
great number of alarm-bells. Besides the  
automatic alarm and a telephone key, each post  
is provided with a plug and socket for a tele-  
phone. The brigade is provided with about 80  
special portable telephones, and when one of  
these is placed on a post near the fire, messages  
may be sent without interfering with the usual  
alarm signals.

Perhaps the largest puff-ball on record was  
lately measured near Wellington, Somerset,  
England. Its horizontal circumference was 57  
inches; greatest width, 18 1/2 inches; height, 14  
inches; and weight, 14 lbs. 10 oz.

Prevention, says the proverb, is better than  
cure. So it is, and vastly easier. That is when  
you know how to prevent. The town of London  
would not have been recovered by the plague if  
the people had known how to prevent it. But  
they did not, and so they were swept away like  
grass before the scythe.

And, besides, we must know what unusual  
events and appearances mean—what they are the  
signs of. Otherwise we are as helpless as babies  
in a burning house. Take a simple example.  
In the early part of 1890 a woman, whose name  
I will give presently, noticed that her skin and  
the whites of her eyes were turning yellow. She  
understood, of course, that this signified ill-  
health; but the exact cause of it she probably did  
not understand. Fear of death.

## TO LET.

From the 1st December Next.  
"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS  
COURT.

"STONY BROOK COTTAGE."

A FOUR ROOMED HOUSE with GARDEN.

Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED.  
Hongkong, 31st October, 1900. [2545]

TO LET.  
NOS. 1 and 4, WILD DELL, WANTSAT  
ROAD.

Apply to—  
SANG KEE,  
No. 298, Praya Central.  
Hongkong, 22nd November, 1900. [2549]

TO LET.  
SECOND FLOORS Nos. 62 and 64,  
QUEEN'S ROAD CENTRAL.

Apply to—  
JON CHAI CO.,  
2nd Floor, 58, Gage Street.  
Hongkong, 22nd November, 1900. [2550]

TO LET.  
FROM the 1st October—FOUR ROOMS  
and COMPROADRE OFFICES on the  
1st Floor No. 16, DES VOUEUX ROAD.

Apply to—  
SEE WO,  
No. 69, Queen's Road Central.  
Hongkong, 19th September, 1900. [2554]

FURNISHED HOUSE TO LET.  
"THE EYRIE," a large BUNGALOW,  
standing in extensive and lovely  
grounds, near the summit of the PEAK.

For Terms and Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 6th November, 1900. [2552]

TO LET.  
WITH IMMEDIATE POSSESSION.  
A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of THIRD  
FLOOR, PRINCE'S BUILDINGS.

Apply to—  
S. J. DAVID & CO.,  
Hongkong, 10th July, 1900. [2545]

TO LET.  
ONE LARGE ROOM, THIRD FLOOR,  
QUEEN'S BUILDINGS.

"WAGENINGEN" MOUNT KELLET,  
PEAK.  
13, PRAYA CENTRAL, now known as  
20, DES VOUEUX ROAD CENTRAL. ROOMS on  
2ND FLOOR.

TOP FLOOR of the GODOWN No. 2A,  
BLUE BUILDINGS.

A HOUSE in RIFON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 9th October, 1900. [2551]

TO LET.  
FROM the 15th DECEMBER, 1900.

LUGINSLAND EAST PEAK ROAD,  
an EIGHT-ROOMED HOUSE.

Apply to—  
ARNHOLD, KARBURG & CO.  
Hongkong, 17th November, 1900. [2501]

BOARD AND RESIDENCE.  
MRS. GILLANDERS

"GLENWOOD,"  
21, CAINE ROAD.

Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.

Apply to Mrs. MATHER,  
2, Pedder's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.  
MRS. SIDNEY JEFFREY.

"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.

Hongkong, 28th August, 1900. [2293]

SPECIAL NOTICE.  
NOW READY.

TYPHOON  
PAMPHLET.

OWING to the last edition of the  
HONGKONG WEEKLY PRESS,

containing a full and accurate account of the  
damage done by the recent disastrous Typhoon,

having been exhausted, we have reprinted  
the account in

PAMPHLET FORM  
in order not to disappoint those whose orders  
we were unable to fulfill.

The price of the Pamphlet is  
10 Cents per Copy Cash, or 12 for \$1.

The Pamphlet is now on sale and Orders should  
be at once sent in.

Hongkong, 19th November, 1900. [2591]

DAVID COESAR & SONS  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAK  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

TO SHIPMASTERS:  
ENQUIRE where your FRESH WATER  
is obtained by the Water Boats, as Foul  
WATER is the cause of much Sickness on board  
Ships.

We are the ONLY WATER BOAT COMPANY  
in HONGKONG EXCLUSIVELY supplying  
FILTERED WATER.

CALL FLAG W.  
J. W. KEW & CO.,  
STEAM WATER BOAT COMPANY,  
Hongkong, 9th October, 1895. [716]

## NOTICES TO CONSIGNEES



## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, E.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	ASAK	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	CANTON	Jap. str.	—	C. F. Lockstone, E.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON VIA SUEZ CANAL	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	PIERHUS	Brit. str.	—	Thilston	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. Grosse	MELCHERS & CO.	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S' POORE, &c.	AWA MARU	Jap. str.	—	N. Treadat	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	ANNA	Frenc. str.	—	Poydenot	MESSAGERIES MARITIMES	On 3rd Dec., at 1 P.M.
HAVRE & HAMBURG	ANERIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jensen	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	GLENNARTNEY	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 5th Jan.
NEW YORK	HILLOLEN	Brit. str.	—	E. G. Warner	McGREGOR BROS. & GOW	On 13th Dec.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	DODWELL & CO. LIMITED	On or about 27th inst.	
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	SHAW, TOMES & CO.	On or about 20th Dec.	
NEW YORK	R. MORROW	Brit. ship	—	CARLOWITZ & CO.	On or about 28th Dec.	
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	ARNHOLD, KARBURG & CO.	Quick despatch.	
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	H. Pybus, E.N.E.	CANADIAN PACIFIC R. CO.	On 19th Dec.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	KONIG ALBERT	Jap. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 28th inst.
PORTLAND, OREGON VIA JAPAN	MILOS	Ger. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	T. M. STEVENS & CO.	On or about 30th inst.	
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	TOTO KISEN KAISHA	To-morrow, at Noon.	
SAN FRANCISCO VIA AMOY, &c.	GALICIA	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 4th Dec., at Noon.	
SAN DIEGO, &c. VIA MOJI, &c.	CAELISLE CITY	Brit. str.	—	U. & O. S. S. Co.	On 10th Dec.	
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
AUSTRALIAN PORTS	CHINTU	Brit. str.	—	NIPPON YUSEN KAISHA	On 10th Dec., at 4 P.M.	
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 14th Dec., at Daylight.	
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Ger. str.	—	MELCHERS & CO.	Quick despatch.	
YOKOHAMA, VIA NAGASAKI & KOBE	JAPAN	Brit. str.	—	G. K. Wright	P. & O. S. N. Co.	On or about 30th inst.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
VLADIVOSTOCK	GERMANIA	Ger. str.	—	Bentzen	EAST ASIATIC TRADING CO.	On or about 28th inst.
WEIHAIWEI	TATIAN	A. mar. str.	—	Nelson	BUTTERFIELD & SWIRE	On 4th Dec., at Noon.
SHANGHAI	YONGHONG	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On or about 24th inst.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	On 25th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	T. Ogata	NIPPON YUSEN KAISHA	On 25th inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 28th inst., at Daylight.
MANILA	KASUGA MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 5th Dec.
MANILA, ILOILO & CEBU	KAIFONG	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-day.
MANILA	DIAMANTE	Brit. str.	—	Rolle	JARDINE, MATHESON & Co.	On 26th inst., at 4 P.M.
MANILA	WILLIAM	Brit. str.	—	A. Ramsay	SHAW, TOMES & Co.	On 28th inst., at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	CHINTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Buller	JARDINE, MATHESON & Co.	To-morrow, at Noon.
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—	T. Bassevich	SANDER, WIELER & Co.	On 6th Dec., P.M.

## SHIPPING.

**ARRIVALS.**  
Nov. 22, Fushan, British str., 1,500, Lunt Canton 21st Nov. General.—CHINESE.  
Nov. 22, HITACHI MARU, Japanese str., 6,172, G. Anderson, London 23rd Oct. General.—NIPPON YUSEN KAISHA.  
Nov. 22, ACHILLES, British str., 4,484, R. J. Brown, Singapore 16th Nov. General.—BUTTERFIELD & SWIRE.  
Nov. 22, TELEMACUS, British steamer, 1,379, Sawyers, Moji 15th Nov. Coal.—BUTTERFIELD & SWIRE.  
Nov. 22, FORNOSA, British str., 674, Hodgins, Tamsui 19th Nov. Amoy 20th and Swatow 21st, General.—DOUGLAS LAMAR & CO.  
Nov. 22, DEUTSCH, German steamer, 1,001, E. Petersen, Bangkok 14th Nov. Rice.—SIEMSEN & CO.  
Nov. 22, MACHEW, German str., 990, F. E. Farrell, Bangkok 13th Nov. General.—BUTTERFIELD & SWIRE.  
Nov. 22, MAIDZURU MARU, Japanese str., 667, Ogata, Tamsui, Amoy and Swatow 21st Nov. General.—M. B. KAISHA.  
Nov. 22, SIAM, British str., 992, E. F. Stovell, Swatow 21st Nov. General.—BRADLEY & CO.  
Nov. 22, SIERRA CORDOBA, British ship, 1,335, Fraser, put back.—ORDER.  
Nov. 22, EUBO, German str., 632, Grandt, Canton 22nd Nov. General.—SIEMSEN & CO.  
Nov. 22, WOOSUNG, British str., 1,030, Dowson, Canton 22nd Nov. General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
22ND NOVEMBER.  
Woonung, British str., for Shanghai.  
Turungian Maru, Jap. str., for Kutchinotzu.  
Tentulus, British str., for Singapore.  
Mendula, British str., for Port Pirie.  
Sierra Miranda, British ship, for Royal Road.  
Michael Jebra, German str., for Haiphong.  
Babelberg, German str., for Cheribon.  
Mary L. Cushing, Amr. ship, for Tacoma.  
Hitachi Maru, Japanese str., for Kobe.

## DEPARTURES.

Nov. 21, HINANG, British str., for Singapore.  
Nov. 22, GLENVALLOCH, British str., for Amoy.  
Nov. 22, LVERMOON, German str., for Canton.  
Nov. 22, FOREST DALE, British str., for Moji.  
Nov. 22, STROMBUS, British str., for Singapore.  
Nov. 22, CALCHAS, British str., for Shanghai.  
Nov. 22, SAINT BEDE, British str., for Mororan.  
Nov. 22, NANTANG, German str., for Singapore.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Bay, Sowell.  
KOWLOON DOCKS.—Tartar, Yuenang, Zafiro, H.M.S. Fame, Hue, H.M.S. Protector, America Maru, Clam.  
COSMOPOLITAN DOCK.—Mongkut, Caesar, Breconshire.

## SHIPPING REPORTS.

The British steamer Achilles, from Singapore 16th inst., had strong monsoon and heavy head sea to Port Said; thence moderate monsoon and fine weather.  
The British steamer Telmacus, from Moji 15th inst., had strong N.W. winds with heavy sea as far as Tarnabot; and from thence to port light variable winds with rain.  
The British steamer Fornosa, from Tamsui 19th inst., Amoy 20th and Swatow 21st, had moderate N.E. wind and fine weather to Amoy. From Amoy to Swatow light N.E. wind and fine weather. From Swatow to port moderate N.E. wind and cloudy weather. Vessels in Amoy—H.M.S. Iota, Japanese cruiser Miyako, French cruiser Chasteloup Laubert, str. Light and Hauss. In Swatow—Taito, Whampoa, Ichio, Kaveira, Takang, Chiefo and German cruiser Bussard.

## VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.  
FOR MANILA.  
THE Company's Screw Steamship  
"KASUGA MARU."  
(8,320 tons gross, Captain E. W. Haswell, will be despatched for the above port TO-DAY, the 23rd inst., at 4 P.M.  
This new Mail steamer especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.  
Return tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.  
Hongkong, 15th November, 1900. [2892]

## VESSELS THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA, ILOILO AND CEBU.  
THE Company's Steamship  
"KAIFONG."  
Captain Pennafather, will be despatched as above TO-DAY, the 23rd inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th November, 1900. [2877]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"KUMSANG."  
Captain Buller, will be despatched as above TO-MORROW, the 24th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 17th November, 1900. [2898]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.  
THE Company's Steamship  
"COROMANDEL."  
Captain F. W. Vibert, E.N.E., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.  
Bills and Vouchers, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 12th November, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY, AND TAMSUI.  
THE Company's Steamship  
"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 25th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 18th November, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Company's Steamship  
"HANGCHOW."  
Captain Pearce, will be despatched as above on SUNDAY, the 25th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st November, 1900. [2947]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship  
"AJAX."  
Captain Batt, will be despatched as above on TUESDAY, the 27th November.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th October, 1900. [2888]

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
AMBRIA { HAVRE & HAMBURG } About 6th } Freight.  
Capt. A. Wagner { London with transhipment in Hamburg } December.  
ARAGONIA { HAVRE & HAMBURG } About 20th } Freight.  
Capt. Forst { London with transhipment in Hamburg } December.  
WITTENBERG { HAVRE & HAMBURG } About 30th } Freight.  
Capt. Hempel { London with transhipment in Hamburg } December.  
SAMBIA { HAVRE & HAMBURG } About 8th } Freight.  
Capt. Schmidt { London with transhipment in Hamburg } January.

For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
AGENTS.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL SETAMSHIP COMPANY).  
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS. DESTINATIONS. SAILING DATES.  
HITACHI MARU { KOBE and YOKOHAMA } FRIDAY, 23rd Nov., at Noon.  
KASUGA MARU { SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE } FRIDAY, 23rd Nov., at 4 P.M.  
SHINANO MARU { NAGASAKI, KOBE and YOKOHAMA } MONDAY, 26th Nov., at Noon.  
G. E. P. Cook  
RIOSUN MARU { VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA } MONDAY, 26th Nov., at 4 P.M.  
J. W. Ekstrand  
AWA MARU { MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 30th Nov., at DAYLIGHT.  
N. Tamsu

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
FOR SHANGHAI.  
STEAMERS. TO SAIL ON. REMARKS.  
SHANGHAI { CIVIS } About 24th } Freight or Passage.  
A. L. Valentin { Nov. }  
LONDON, &c. { COROMANDEL } Noon, 24th } See Special Advertisement.  
F. W. Vibert, E.N.E. { Nov. }  
LONDON { CANTON } About 29th } Freight or Passage.  
C. F. Lockstone, E.N.E. { Nov. }  
YOKOHAMA VIA NA- JAPAN { About 30th } (Passing through the Inland Sea), Freight or Passage.  
G. K. Wright { Nov. }  
GASAKI & KOBE

PASSENGER SEASON, 1901.  
S.S. PLASSY 7,240 tons March 30th } MARSEILLES and LONDON DIRECT.  
S.S. SOBBAON 7,382 tons April 27th } Without Transhipment.  
For Further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 16th November, 1900. [1]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.  
PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS.  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON and SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
STUTTGART	28th November	28th November
KONIG ALBERT	12th December	12th December
PRINZ HEINRICH	29th December	29th December
PRINZESS IRENE	5th January, 1901	5th January, 1901
PREUSSEN (Hamburg-Amerika Linie)	23rd January, 1901	23rd January, 1901
SACHSEN	30th February, 1901	30th February, 1901
KLAUSCHOW (Hamburg-Amerika Linie)	6th March, 1901	6th March, 1901
BAYERN	20th March, 1901	20th March, 1901
STUTTGART	27th April, 1901	27th April, 1901
KONIG ALBERT	17th May, 1901	17th May, 1901
PRINZ HEINRICH	1st May, 1901	1st May, 1901
PRINZESS IRENE	15th May, 1901	15th May, 1901

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain F. Gebhardt, with MAIL PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be issued on Monday, the 20th November, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 27th November, and Passengers will be received at the Agency's Office until Noon, on Tuesday, the 27th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 15th November, 1900. [8]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.  
Steamer. Tons. Captain. Proposed Sailing.  
TACOMA 2,811 A. Dixon November 26  
BRAEMAR 3,001 W. Watt December 6  
GOODWIN 4,421 A. Jackson December 12  
DUKE OF FIRE 3,821 J. S. Cox December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG to LONDON, £22.  
Excellent accommodation. First class Table. Doctor and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG to NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Canada. Dining Car attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG to VICTORIA and TACOMA, £25.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.  
Rates of Passage to other points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.  
Hongkong, 5th November, 1900. [10]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN." Comdr. H. Pybus, E.N.E. WEDNESDAY, 19th Dec., 1900.  
"EMPEROR OF CHINA." Comdr. E. Archibald, E.N.E. WEDNESDAY, 16th Jan., 1901.  
"EMPEROR OF INDIA." Comdr. O. P. Marshall, E.N.E. WEDNESDAY, 13th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connections at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c. apply to  
D. E. BROWN, General Agent, Pender's Street.  
Hongkong, 22nd November, 1900. [9]

OCEAN STEAMSHIP COMPANY. NATAL LINE OF STEAMERS.  
FOR LONDON (VIA SUEZ CANAL).  
THE Company's Steamship  
"ANTENOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 11th December.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th November, 1900. [2896]

THE Undergrated GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight. For Freight and further particulars apply to  
DODWELL & CO. LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.



**VESSELS ON THE BERTH**

**TOYO KISEN KAISHA.**  
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.  
PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.  
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

**THE Twin-Screw Steamship**  
"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 1st November, 1900.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**  
THE Company's Steamship  
"YUENSANG,"  
Captain Rolfe, will be despatched as above on MONDAY, the 26th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 19th November, 1900.

**FOR NEW YORK VIA SUEZ CANAL.**

**THE Steamship**  
"HILGLEN"  
will be despatched for the above port on or about TUESDAY, the 27th inst., and will be followed by the Steamship  
"HUDSON"  
about the end of December.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 19th November, 1900.

**FOR VLADIVOSTOCK.**

**THE Steamship**  
"GERMANIA"  
Captain Beutner, will be despatched as above on or about the 28th inst.

For Freight, apply to  
EAST ASIATIC TRADING CO., LTD.,  
Agents.  
Hongkong, 22nd November, 1900.

**OCEAN STEAMSHIP COMPANY.**

**FOR LIVERPOOL DIRECT.**  
Taking Cargo at LONDON Rates.  
THE Company's Steamship  
"PYRRHUS,"  
Captain Tiltson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 19th November, 1900.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR SINGAPORE AND BOMBAY.**  
(In close connection with the Company's Colonized Line to Trieste).  
THE Company's Steamship  
"MARIA TERESA,"  
Captain T. Rassevich, will be despatched as above on THURSDAY, the 6th December, P.M.

For information as to Passage and Freight, apply to  
SANDEE, WILDER & CO.,  
Agents.  
Hongkong, 18th November, 1900.

**VESSELS ON THE BERTH**

**THE OSAKA SHOSSEN KAISHA, LIMITED.**  
FOR SWATOW, AMOY, AND TAIWANFOO.  
THE Company's Steamship  
"ANPING MARU,"  
Captain S. Arai, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 14th November, 1900.

**LOADING ON THE BERTH**  
FOR PORTLAND, OREGON VIA JAPAN.  
Booking Cargo for OVERLAND PORTS.  
THE First Class Twin Screw Steamer  
"MILOS,"  
will be despatched on or about 30th inst.

For Freight, apply to  
T. M. STEVENS & CO.,  
Agents.  
Hongkong, 22nd November, 1900.

**NORDDEUTSCHER LLOYD.**  
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, TINSBOROUGH, HAMBURG, BREITENBURG, TOWNVILLE, ROCKHAMPTON, BRISBANE, and SYDNEY.  
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GIBSON, NAPIER, WANGANUI, DUNEDIN, and HONOLULU.  
THE Company's Steamship  
"MÜNCHEN,"  
Captain Kretz, will be ready to load for the above ports on or about 1st December.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 16th November, 1900.

**U.S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.  
CITY OF SHANGHAI (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.  
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 9th November, 1900.

**SHEWAN TOMES & CO'S NEW YORK LINE.**

**FOR NEW YORK VIA SUEZ CANAL.**  
THE Steamship  
"DEVONSHIRE"  
will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 6th November, 1900.

**FOR NEW YORK.**  
THE 3/4 L. II British Bark  
"E. MORROW,"  
Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, 13th November, 1900.

**VESSELS ON THE BERTH**

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBE, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900, at 4 P.M. the Company's Steamship "ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Australian, which vessel taken on her Passengers and Mails, leaving that port on the 15th December direct to Suva, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
For further Particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 20th November, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR WEI-HAI-WEI.**  
THE Company's Steamship  
"TAIYUAN,"  
Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st November, 1900.

**THE OSAKA SHOSSEN KAISHA, LIMITED.**

**FOR FOCHOW VIA SWATOW AND AMOY.**  
THE Company's Steamship  
"AKASHI MARU,"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 22nd November, 1900.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS TO JAPAN THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.  
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.  
CORPIS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Pacific lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.  
J. S. VAN BUREN, Agent.  
Hongkong, 19th November, 1900.

**GLEN LINE OF STEAMERS.**

**FOR NEW YORK.**  
THE Company's Steamship  
"GLENARTNEY,"  
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 13th December.

For Freight or Passage, apply to  
MUGGERIDGE, BROS. & GOW, Agents.  
Hongkong, 21st November, 1900.

**VESSELS ON THE BERTH**

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 10th Dec. 3,002 Tons.  
S.S. "KVARENA" On 12th Dec. 2,463 Tons.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJITO, KOBÉ, YOKOHAMA, and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 15th November, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**  
THE Company's Steamship  
"CHINGTU,"  
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd November, 1900.

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.**  
THE Company's Steamship  
"CHINGTU,"  
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd November, 1900.

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AIRLIE,"  
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 21st November, 1900.

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON (VIA SUEZ CANAL).**  
THE Company's Steamship  
"ACHILLES,"  
Captain Brown, will be despatched as above on TUESDAY, the 25th December.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th November, 1900.

**UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.**  
(ROB. M. SLOMAN & CO., HAMBURG.)

**FOR NEW YORK VIA SUEZ CANAL.**  
THE full-powered Steamship  
"VERONA,"  
Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 8th November, 1900.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
STATE OF MAINE, American ship, Colord.—Standard Oil Co.

**HONGKONG STEAMERS.**

Achilles, British str., 4,481, Brown, Nov. 22.  
Butterfield & Swire  
Akashi Maru, Jap. str., 974, Suzuki, Nov. 18.  
M. B. Kaisha  
America Maru, Jap. str., 3,446, Going, Nov. 15.  
Toyo Kisen Kaisha  
Babenberg, German str., 1,398, Raackham, Nov. 11.  
East Asiatic Trading Co.  
Catherine Appear, British str., 1,730, Olifent, Nov. 31.  
David Sassoon, Sons & Co.  
China, German steamer, 1,113, Voss, Nov. 17.  
Siemssen & Co.  
Cheong, Ger. str., 1,155, Williamson, Nov. 18.  
Melchers & Co.  
Clara, British steamer, 2,311, Evans, Nov. 6.  
Arnhold, Karberg & Co.  
Clara, German steamer, 675, Hansen, Nov. 16.  
Jensen & Co.  
Deuteros, German str., 1,001, Petersen, Nov. 22.  
Siemssen & Co.  
Detwangers, German str., 1,056, Textor, Nov. 18.  
Butterfield & Swire  
Eva, German steamer, 5,608, Petersen, Nov. 20.  
Arnhold, Karberg & Co.  
Formosa, British str., 674, Hodgins, Nov. 22.  
Douglas Laiprak & Co.  
Fushun, British steamer, 1,500, Lané, Nov. 16.  
Chinese  
Gisla, Austrian str., 2,648, Mosca, Nov. 21.  
Sander, Wieler & Co.  
Hilachi Maru, Jap. str., 6,172, Anderson, Nov. 22.  
Nippon Yusen Kaisha  
Hongkong, French str., 862, Pannier, Nov. 21.  
A. R. Marty  
Hainan, British str., 1,385, Blooman, Nov. 19.  
Chinese  
Hue, French steamer, 704, Godina, Nov. 14.  
A. R. Marty  
Kailang, British str., 1,024, Pannofather, Nov. 17.  
Butterfield & Swire  
Kasuya Maru, Jap. str., 3,819, Haswell, Nov. 20.  
Nippon Yusen Kaisha  
Katsuno Maru, Jap. str., 1,432, Inouye, Nov. 18.  
Japanese  
Kumang, British str., 2,078, Baller, Nov. 14.  
Jardine, Matheson & Co.  
Machow, German str., 1,038, Farrell, Nov. 22.  
Butterfield & Swire  
Maidara Maru, Jap. str., 667, Ogata, Nov. 22.  
M. B. Kaisha  
Mansang, British steamer, 1,443, Cox, Nov. 20.  
Jardine, Matheson & Co.  
Menciana, British str., 3,000, Towell, Oct. 30.  
Butterfield & Swire  
Michael Jensen, Ger. str., 710, Jensen, Nov. 20.  
Jensen & Co.  
Milos, German str., 1,500, Hermann, Nov. 20.  
East Asiatic Trading Co.  
Mongkut, German str., 859, Muller, Nov. 7.  
Butterfield & Swire  
Pronto, German steamer, 632, Grandt, Nov. 19.  
Siemssen & Co.  
Rijou Maru, Jap. str., 2,372, Ekstrand, Nov. 19.  
Nippon Yusen Kaisha  
Sabine Rickmers, British str., 690, Nasbet, Nov. 9.  
Arnhold, Karberg & Co.  
Sandakan, German str., 1,374, Muhle, Nov. 10.  
Melchers & Co.  
Siam, British steamer, 992, Stovell, Nov. 23.  
Bradley & Co.  
Sishan, British steamer, 845, Holton, Nov. 21.  
Bradley & Co.  
Tacoma, British str., 1,839, Dixon, Nov. 20.  
Doddwell & Co., Limited  
Tantals, British str., 2,281, Gregory, Nov. 17.  
Butterfield & Swire  
Tartar, British steamer, 2,768, Bowles, Oct. 28.  
C. P. R. Co.  
Telmachus, British str., 1,379, Sawyers, Nov. 22.  
Butterfield & Swire  
Thurings Maru, Jap. str., 2,560, Narasaki, Nov. 19.  
M. B. Kaisha  
Wooming, British str., 1,030, Dowson, Nov. 14.  
Butterfield & Swire  
Yuenyang, British str., 1,128, Rolfe, Nov. 10.  
Jardine, Matheson & Co.

**SAILING VESSELS.**  
Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order.  
Bittorn, British schr., 399, Askin, Aug. 28.  
Siemssen & Co.  
Dunblane, Italian bark, 721, Trapeai, Oct. 20.  
Order.  
Dundee, British ship, 1,998, Hemming, Oct. 14.  
Standard Oil Co.  
Mary L. Cushing, Amr. ship, 1,575, Pendleton, Oct. 7, Standard Oil Co.  
Puckard, American bark, 2,000, Allen, Oct. 6, Order.  
Sierra Cordora, British ship, 4,335, Fraser, Nov. 22, Order.  
Sierra Miranda, British ship, 1,740, McMaster, Oct. 30, Order.  
State of Maine, Amr. ship, 1,446, Coloured, Oct. 5, Standard Oil Co.  
Vale of Doon, British bark, 669, Petersen, Oct. 30, Sander, Wieler & Co.

**HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.**

Alicoria, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.  
Algerine, allop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. B. H. Johnston Stewart, at Hongkong.  
Arothusa, cruiser, 3,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.  
Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.  
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.  
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.  
Barfleur, cruiser, 3,500 tons, 14 guns, 13,000 h.p., Capt. C. A. Warrender, at Taku.  
Bonaventure, cruiser, 3,360 tons, 13 guns, 9,000 h.p., Capt. J. C. Sawle, at Nonkang.  
Brisk, cruiser, 6 guns, 5,800 h.p., Comdr. Sir E. B. S. Wrey, Bart., at Singapore.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.  
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Wooming.  
Daphne, allop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, at Hongkong.  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,000 h.p., Capt. E. F. Tillyard, at Shanghai.  
Eadymion, cruiser, 7,350 tons, 15 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.  
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.  
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Hongkong.  
Firebrand, gunboat, 435 tons, 4 guns, 860 h.p., in reserve, at Hongkong.  
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.  
Hendy, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.  
Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.  
Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. Dunning, at Shanghai.  
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Hongkong.  
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,000 h.p., Capt. G. M. Henderson, at Amoy.  
Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, at Hongkong.  
Linneth, gun-boat, 766 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Shanghai.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong.  
Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Bombay.  
Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Foochow.  
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.  
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.  
Peachcock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Coope, at Weihaiwei.  
Phoenix, allop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Taku.  
Pigmy, gunboat, 75



